

State of California
AIR RESOURCES BOARD

CALIFORNIA EXHAUST EMISSION STANDARDS AND TEST PROCEDURES
FOR 2001 MODEL YEAR AND LATER
SPARK-IGNITION MARINE ENGINES

Adopted: October 21, 1999
Amended: July 21, 2002
Amended: September 22, 2006

FINAL REGULATION ORDER TEST PROCEDURES

Note: This document is printed in a style to indicate changes from the existing provisions. All existing language is indicated by plain type. All additions to language are indicated by underlined text. All deletions to language are indicated by ~~strikeout~~. Only those portions containing the suggested modifications from the existing provisions are included. All other portions remain unchanged and are indicated by the symbol “* * * *” for reference.

CALIFORNIA EXHAUST EMISSION STANDARDS AND TEST PROCEDURES
FOR 2001 MODEL YEAR AND LATER SPARK-IGNITION MARINE ENGINES

**Part I. Emission Regulations for 2001 and Later New Spark-Ignition
Marine Engines, General Provisions.**

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**9. Exhaust Emission Standards for 2001 and Later Spark-Ignition Marine
Engines.**

(a) Model year 2001 and later model year spark-ignition personal watercraft
and outboard marine engines:

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(b) Exhaust emissions from new model year 2003 and later spark-ignition
inboard and sterndrive marine engines must not exceed the exhaust
emission standards listed in Table 2 for the designated emission durability
test period. Prior to Model Year 2007 certification, each engine
manufacturer must select either Option 1 (OPT 1) or Option 2 (OPT 2) for its
entire production for the 2007 and 2008 model years.

Table 2.

Inboard and Sterndrive Exhaust Emission Standards (by Implementation Date)		
Model Year	HC+NO_x (grams per kilowatt-hour)	Durability Test Period (hours)
2003-2008 ¹	16.0 ²	—
2007 and Later ³	5.0	480

- ~~1. Engines with a maximum rated power exceeding 373 kilowatts (500 horsepower) are not required to comply with these standards.~~
- ~~2. Compliance with the HC+NO_x standard may be averaged on a sales-weighted basis, across the engine manufacturers' California production, based on projected California sales or the projected California percentage of national sales.~~
- ~~3. For model year 2007, engine manufacturers shall certify a minimum of 45% of their California production (projected California sales or projected California~~

percentage of national sales) to the standard. For model year 2008, engine manufacturers shall certify a minimum of 75% of their California production (projected California sales or projected California percentage of national sales) to the standard.

Inboard/Sterndrive Marine Engine Standards

<u>MODEL YEAR</u>	<u>RATED POWER</u> [kilowatts]	<u>COMPLIANCE OPTION¹</u>	<u>DURABILITY</u> [hours / years]	<u>EXHAUST STANDARD</u>		<u>SUPPLEMENTAL MEASURE⁴</u>
				<u>NMHC²+NO_x</u> [grams per kilowatt-hour]	<u>TYPE³</u>	
<u>2003 - 2006</u>	<u>kW ≤ 373</u>	<u>N/A</u>	<u>N/A</u>	<u>16.0</u>	<u>AVE</u>	<u>None</u>
<u>2007</u>	<u>kW ≤ 373</u>	<u>OPT 1</u>	<u>N/A</u>	<u>16.0 (55%)</u>	<u>AVE</u>	<u>None</u>
			<u>480 / 10</u>	<u>5.0 (45%)</u>	<u>FIXED</u>	
<u>2008</u>	<u>kW ≤ 373</u>	<u>OPT 1</u>	<u>N/A</u>	<u>14.0</u>	<u>FIXED</u>	<u>Low-Permeation Fuel Line Hoses</u>
			<u>N/A</u>	<u>14.0</u>	<u>FIXED</u>	
		<u>OPT 2</u>	<u>N/A</u>	<u>14.0</u>	<u>FIXED</u>	<u>Low-Permeation Fuel Line Hoses</u>
<u>2009 and later</u>	<u>kW ≤ 373</u>	<u>N/A</u>	<u>N/A</u>	<u>16.0 (25%)</u>	<u>AVE</u>	<u>None</u>
	<u>373 < kW ≤ 485</u>		<u>480 / 10</u>	<u>5.0 (75%)</u>	<u>FIXED</u>	
	<u>kW > 485</u>		<u>480 / 10</u>	<u>5.0</u>	<u>FIXED</u>	
<u>2009 and later</u>	<u>kW ≤ 373</u>	<u>N/A</u>	<u>480 / 10</u>	<u>5.0⁶</u>	<u>FIXED</u>	<u>Carryover⁷</u>
	<u>373 < kW ≤ 485</u>		<u>150⁵ / 3</u>	<u>5.0⁶</u>	<u>AVE</u>	
	<u>kW > 485</u>		<u>50⁵ / 1</u>	<u>5.0⁶</u>	<u>AVE</u>	

Notes:

1. Once a manufacturer has chosen an option, that option must continue to be used exclusively across product lines
2. The non-methane component of hydrocarbon
3. Corporate averaging (AVE) may be used to demonstrate compliance with the exhaust emission standard, except where a FIXED standard is required
4. Supplemental measures may be different than shown, but must provide equal and verifiable emission reductions to those indicated
5. For the purpose of durability testing, engine components that have been approved with an hourly warranty period shorter than the full hourly durability period per § 2445.1 (c)(3)(C)4. may be replaced at the specified warranty interval
6. All engines ≤ 373 kW must meet a 5.0 g/kW-hr NMHC+NO_x capping standard. For engines > 373 kW, the standard may be met by sales-averaging with engines equal to or less than 373 kW
7. The same or better supplemental emission control hardware used to meet the standard in 2007 must be used every model year thereafter

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